

SAMAA Safety Code

updated 23 February 2005

Safe flying is a result of enlightened common sense.

Each member carries the responsibility for his or her safe flying.

Local Bodies, for example clubs, are responsible for safety at their sites. They must have effective local safety rules.

Safety Rules will vary depending on type of aircraft.

The National Body will provide advice and guidance to individual members on general aspects of Flying Safety.

The National Body will provide advice and guidance to Local Bodies to enable them to draw up effective Local Safety Rules

Likewise SIGs will provide advice and guidance to individual members and Local Bodies on safety for specific types of aircraft.

The Safety Code has three tiers:

1. A General Guideline from the National Body
2. A set of specific Model-Type Guidelines from the SIGs.
3. Local Club and Site Safety Rules.

As the code is based on enlightened common sense, any rule may be altered either permanently or temporarily after consultation at Club, SIG or National Body level.

General Guideline

All Members

I will not fly my model aircraft in competition or in the presence of spectators until it has been proven airworthy by a previous successful testflight.

I will abide by the SAMAA Safety Code, the specific rules of my Special Interest Group and the safety rules of the Flying Site(s) or Club I use.

I will not willfully and deliberately fly my models in a careless, reckless, and/or dangerous manner.

I will not operate my model while under the influence of alcohol or judgment impairing drugs.

I will not intentionally fly over an active public thoroughfare.

Control Line

I will subject my complete control line system to an inspection and pull test prior to flying.

I will use wire sizes and terminations as specified in CLASA rules .

I will assure that my flying area is safely clear of all utility wire or poles.

I will assure that my flying area is safely clear of all nonessential participants and spectators before permitting my engine to be started.

Radio Control

I will complete a successful radio equipment ground range check before the first flight of the day.

I will not fly my model aircraft in the presence of spectators until I become a qualified flyer unless assisted by an experienced R/C Pilot.

I will perform my initial turn after take off away from the pit, spectator and parking areas.

I will not perform flight of any sort, including aerobatic maneuvers, or landing approaches, over a pit, spectator or parking areas.

I will not knowingly operate an R/C system within 5km of a pre-existing R/C aircraft club flying site without a frequency sharing agreement with that club.

I will not deliberately fly an aircraft without visual contact, (i.e. the aircraft must be kept within "line of sight" of the R/C Pilot).

Jet Aircraft

I will follow the Code of Practice for the Safe Operation of Model Jets, published by the SAMJA

I will have a fire extinguisher present and manned for all Jet operations.

I will ensure fire-fighting equipment is available prior to operating a Jet engine model aircraft at a SAMAA sanctioned event.

I will use wheel brakes on my Jet engine model aircraft unless the aircraft can be demonstrated to remain motionless when released with engine at idle.

I will not use flexible plastic bags (i.e. intravenous bag) as fuel tanks in Jet engine model aircraft.

I will fuel and start my Jet engine model aircraft following safety procedures established by the manufacturer.

I will fuel propane powered Jet engine model aircraft in a remote area away from spectators, engines start areas and ignition sources.

I will ensure the tailpipe (exhaust) is not pointed at any person, combustible or fragile object.

I will ensure all non-essential personnel remain 10 metres from the Jet engine model aircraft during the starting process.

I will have an electrical (i.e. solenoid) or mechanical fuel shutoff valve in the fuel delivery system capable of restricting fuel flow in the event of an emergency.

I will not attempt any speed record utilizing a Jet engine model aircraft until the SAMJA has been consulted.

I will have a spotter/assistant when operating a Jet engine model aircraft.

I will not fly Jet engine model aircraft with the Jet mounted on the outside of the airframe (i.e. below the fuselage or wing), unless the Jet is mounted in such a way that during normal flight operations (including a retract failure) the hot section of the Jet body does not come in contact with the ground.

Club Safety Responsibilities

Club Safety Responsibilities include but are not limited to the following:

Establishing a local Club Safety Code based on **General Safety Rules for Club / Flying Site Operations**

Taking Disciplinary action against pilots for willful and persistent unsafe flying.

Establishing guidelines / procedures for visiting Pilots.

Determining which club members are qualified demonstration Pilots.
Establishing a safe field layout.

General Safety Rules for Club / Flying Site operations

R/C Pilot's will yield "right of way" of their model aircraft to man-carrying piloted aircraft with no exceptions. Model flying operations will cease when man-carrying piloted aircraft are in the proximity of model flying operations.

No pyrotechnic and explosive devices, unless specifically designed for model aircraft use, will be carried or activated by model aircraft. (Examples of devices specifically designed for model aircraft use would include Jetex and smoke canisters).

There will be no more than five (5) aircraft airborne at any one time at a field unless, operating under rules of a specific discipline or flying site.

(An example of Local Club Rule is that Durban Deep Radio Flyers allow six aircraft in the circuit at a time. See this comment by David Kleynhans:

The way we control it is to never allow more than six transmitters to be booked out of the transmitter impound at any one time. This means that if 6 aircraft are airborne, it will only be for a very short period of time, due to starting of engines etc. We also impose strict circuit discipline and insist that EVERY pilot has a spotter. The spotter's only job is to look for other aircraft and warn the pilot of impending collisions. The spotter also watches aircraft that are landing or taking off, as this is generally the highest safety risk. Due to the high number of members at most city flying clubs, reducing the number of aircraft airborne will limit the amount of flying time the members get.)

As a minimum, transmitter frequencies will be controlled utilizing a Frequency Board.

Flying demonstrations will only be done by qualified pilots (as determined by Club or Special Interest Group).

Aircraft should be operated in areas of the sky where any results from an accident are minimized.

All non-flying activities will be in an area 30 metres or more from the active runway. This includes, but is not limited to, spectator and parking areas as well as supervised play areas.

Spectators and visitors are permitted in the Pit and Flying Areas only under direct supervision of a Pilot.

The pit area will be a minimum of ten (10) metres from the edge of the active runway.

Pilots are responsible for the airworthiness of the model aircraft they fly.

SIG Safety Responsibilities

SIG Safety Responsibilities include but are not limited to the following:

Establishing a **Code of Practice for Safe Operation** for the Group.